



**TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

May 13, 2015

CALL NO. 301  
CONTRACT ID NO. 151021  
ADDENDUM # 1

Subject: Jefferson County, FD04 SPP 056 1747 011-012  
Letting May 29, 2015

- (1) Revised - Special Notes - Pages 12-13 of 72
- (2) Added - Special Notes - Pages 13(a)-13(p) of 72

Proposal revisions are available at <http://transportation.ky.gov/Construction-Procurement/>.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

A handwritten signature in cursive script that reads "Robert C. Lewis".

Robert C. Lewis, P.E.  
Acting Director  
Division of Construction Procurement

RL:ks  
Enclosures



An Equal Opportunity Employer M/F/D

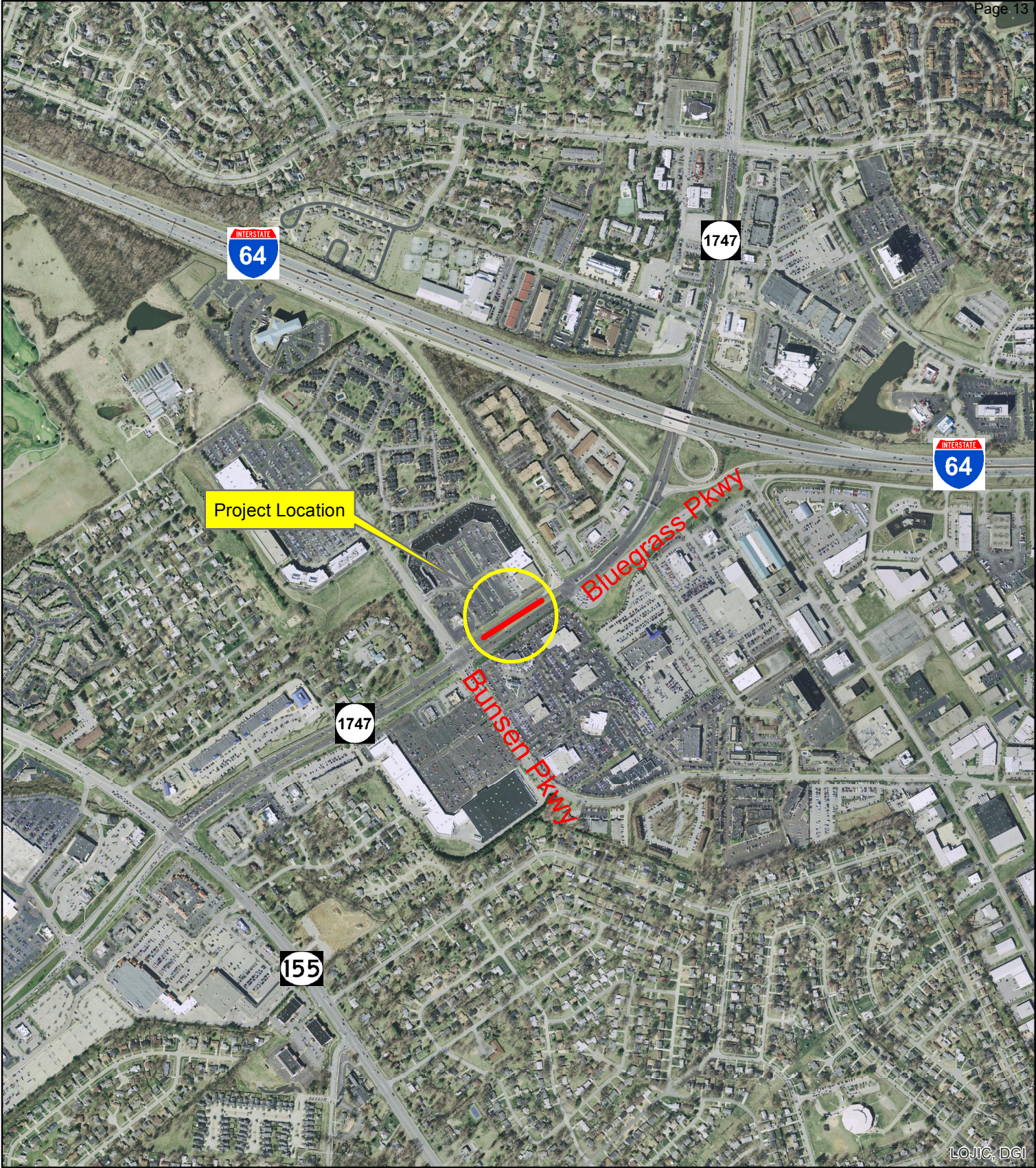
JEFFERSON COUNTY  
KY 1747 at Bunsen Pkwy  
5-254.00

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RECOMMENDED BY:	PROPOSAL BY	PROPOSED TURN LANE EXTENSION		
PROJECT MANAGER      DATE	KENTUCKY TRANSPORTATION CABINET	ROUTE NAME: KY 1747	LENGTH OF PROJECT: 528 ft.	
PLAN APPROVED BY:		COUNTY OF: JEFFERSON	STATE OF : KENTUCKY	
STATE HWY ENGINEER      DATE	DEPARTMENT OF HIGHWAYS	MILE POINT: 11.409 – 11.509	ITEM NO.: 5-254.00	SHEET NO.: 1 of 18

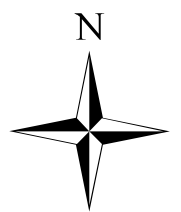
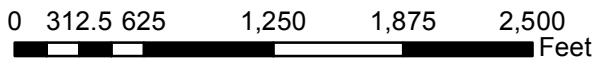




LOJIC, DGI



JEFFERSON COUNTY  
ITEM NO. 254.00  
HURSTBOURNE PKWY (KY 1747) AT BUNSEN PKWY  
EXTEND DUAL LEFT TURN LANES





## **PROJECT DESCRIPTION**

Jefferson County  
Extend dual left turn lanes on KY 1747 (Hurstbourne Pkwy) at Bunsen Pkwy

EMARS#8935901D  
Item No.  
5-254.00

### **SECTION ONE:**

The purpose of this project is to relieve congestion and improve safety on Hurstbourne Parkway southbound by increasing left turn lane capacity turning onto Bunsen Parkway. The Project will begin at the Hurstbourne/Bunsen intersection (MP 11.409) and will extend north for approximately 528 ft to the Hurstbourne/Bluegrass intersection (MP 11.509). The road is currently a six lane divided highway with a 10' paved outside shoulder heading northbound, a 12' right turn lane heading southbound, a dual left turn lane heading southbound, and 1' paved inside shoulders with a depressed grass median.

In addition, the following will also be required:

- Extend the length of the current dual left turn lanes by 200'.
- Extend the taper from 140' to 200'
- Existing median ditch line is to be realigned and re-graded.
- The two existing DBI's in the median are to be modified. A new DBI is to be located further down.
- Quick curb delineators will be used to keep traffic moving coming off the I-64 exit ramp heading on southbound Hurstbourne.
- Modifications to the raised median on Bunsen will be made to improve pedestrian and motorists safety.

## **GENERAL NOTES**

### **PROJECT COORDINATES:**

The coordinates for the center of the project are:

Northing: 3,967,697.68

Easting: 4,969,287.21

### **TRAFFIC VOLUME**

The ADT for this project was obtained from a Year 2004 computer estimate, and is as follows:

- 2004 ADT – 65,200

### **SURFACING AREAS**

Left turn lane full depth construction is estimated to vary from 0-22.5 ft wide.

Total area to be surfaced is estimated to be 7,623 square feet.

The full depth shoulder construction is to be 1 ft wide.

Total shoulder area to be surfaced is estimated to be 537 square feet.

### **UNDERGROUND UTILITIES**

The contractor shall use all possible care in his operations to avoid damaging existing pipes and any underground existing utilities. He shall be responsible for any damages to the above mentioned items and shall repair or restore at his own expense any items damaged as the result of his operations.

### **OVERHEAD UTILITIES**

The minimum vertical clearance of existing overhead utilities should be 18 feet on state roads and 24 feet when crossing interstate or other limited access highway roadways and ramps. Clearance must also adhere to the requirements of the National Electric Safety Code, American Standards Institute, and Institute of Electrical and Electronic Engineers, Inc. Any questions concerning working around the existing facilities in the area can be addressed at the preconstruction meeting.

### **UTILITIES (HAZARDOUS OR FLAMMABLE MATERIAL)**

The contractor is advised to exercise caution in his operations in areas of gas line or other lines carrying hazardous material.

### **CONSTRUCTION MATERIAL DISPOSAL**

All pavement, asphalt material, and any other material that is required to be removed shall be disposed of off the Right-of-Way at sites acquired by the contractor and approved by the engineer, at no additional cost to the department, per section 204.03.08 of current KYTC Standard Specifications.

### **EXISTING SIGNS**

It is the contractor's responsibility to reset any signs inside the project limits that are affected by the project. This includes moving signs, adjusting the height, etc. This work will be directed by the engineer and considered incidental to the project.

## **AVOIDANCE OF UNDERGROUND TRAFFIC DEVICES**

It is the contractor's responsibility to coordinate with District Office traffic through the engineer to determine where underground traffic control devices are located for the project. Locations of existing traffic devices may not be accurately reflected on the plans and should be addressed before beginning construction. The contractor shall be responsible for any damages to the above mentioned items and shall repair or restore at their own expense any items damaged as a result of his operations.

## **OPTION B (if applicable)**

The Contractor is advised that the compaction of asphalt mixtures furnished to this project will be accepted by OPTION B in accordance with Section 402 and Section 403 of the current *Standard Specification*.

## **EROSION CONTROL**

The contractor and resident engineer shall develop the BMP according to section 213.03.01 of the Standard Specifications for Road and Bridge Construction, and the supplemental specs effective with the October, 2004 letting.

Erosion control measures shall be in place and functioning prior to any excavation or disturbance within a drainage area.

The contractor shall be required to clean out (remove sediment from) silt traps and silt fences whenever they become one-half full and properly dispose of the material at sites approved by the resident engineer.

Erosion control measures employed by the contractor will be unique to the project and work conditions and shall be approved by the resident engineer. The development and utilization of these measures will be recorded as part of the BMP, kept on site, and available for public inspection.

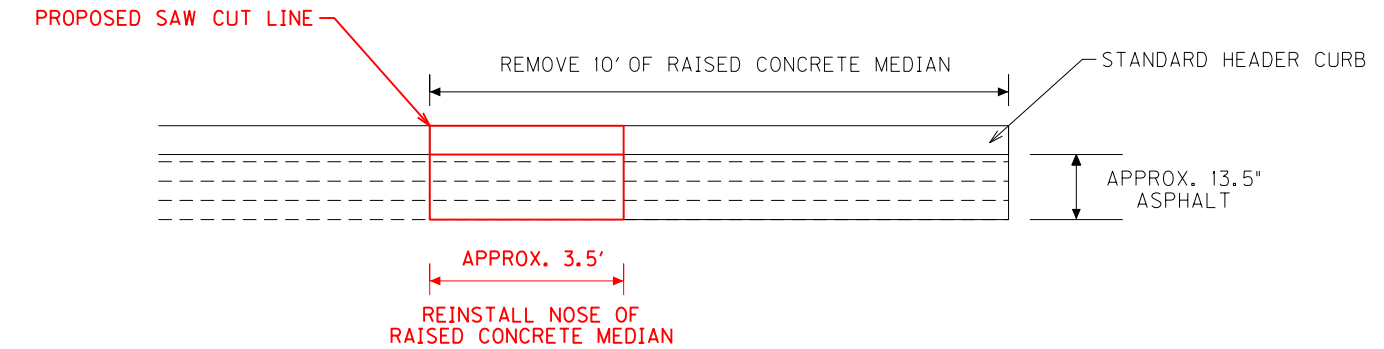
## **BEFORE YOU DIG**

THE CONTRACTOR IS INSTRUCTED TO CALL 1-800-752-6007 TO REACH KY 811, THE ONE-CALL SYSTEM FOR INFORMATION ON THE LOCATION OF EXISTING UNDERGROUND UTILITIES. THE CALL IS TO BE PLACED A MINIMUM OF TWO (2) AND NO MORE THAN TEN (10) BUSINESS DAYS PRIOR TO EXCAVATION. THE CONTRACTOR SHOULD BE AWARE THAT OWNERS OF UNDERGROUND FACILITIES ARE NOT REQUIRED TO BE MEMBERS OF THE KY 811 ONE-CALL BEFORE-U-DIG (BUD) SERVICE. THE CONTRACTOR MUST COORDINATE EXCAVATION WITH THE UTILITY OWNERS, INCLUDING THOSE WHOM DO NOT SUBSCRIBE TO KY 811. IT MAY BE NECESSARY FOR THE CONTRACTOR TO CONTACT THE COUNTY COURT CLERK TO DETERMINE WHAT UTILITY COMPANIES HAVE FACILITIES IN THE AREA.

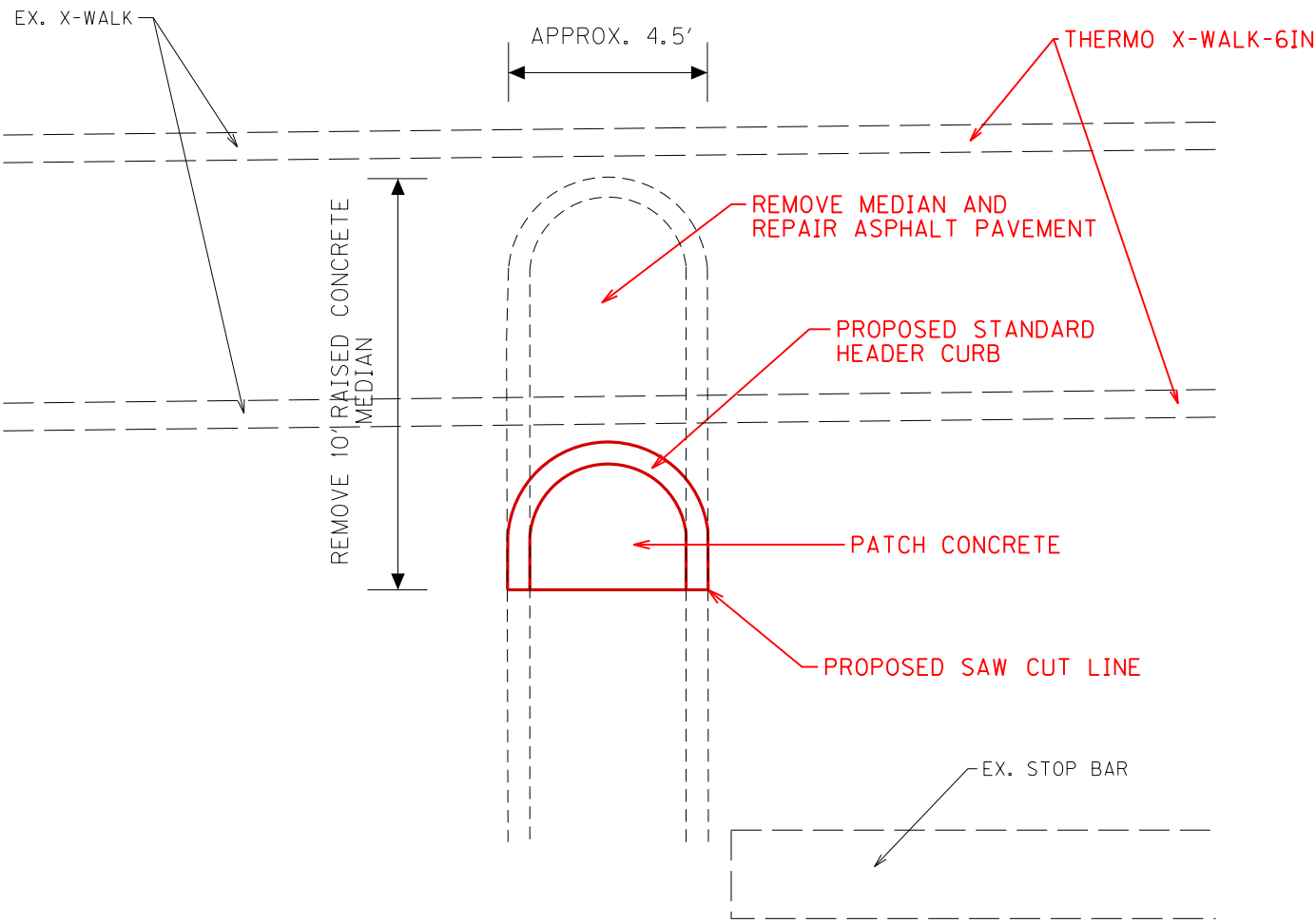
## **STANDARD DRAWINGS**

RDB-005-08	DROP BOX INLET TYPE 5A-5B-5C-5D-5E & 5F
RDM-105-02	FRAME & LID TYPE 2
RDX-005-02	JUNCTION BOX TYPE B
RDX-230	SILT TRAP TYPE C
RPM-100-09	CURB AND GUTTER, CURBS AND VALLEY GUTTER
TTC-115	LANE CLOSURE MULTI-LANE HIGHWAY CASE I

BUNSEN PKWY  
RAISED CONCRETE MEDIAN DETAIL



PROFILE VIEW



PLAN VIEW

SCALE: NTS



Davidson Traffic Control Products

# Interstate Grade Curb System

Modular Lane Separator Curb System



*"Creating Products to Save Lives"*

FG 300 Curb  
and EFX Post



## The FG 300 Interstate Grade Curb System: A Breakthrough In Channelization



### Interstate Grade Curb System

The Interstate Grade FG 300 Curb System is a median separation system that provides efficient and cost-effective channelization of traffic on freeways, tollways, city streets and at-grade rail-highway crossings. This curb system is an FHWA #WZ-193-accepted passive traffic control device consisting of modular raised curb sections mountable by emergency vehicles, and the toughest channelizer posts on the market. The system is designed for use wherever pavement markings are not sufficient to provide safe channelization.

Our curb system is built rock-solid with superior engineering resins to endure multiple high-speed impacts and the rigors of years of service in the field.

The radial rib structure of our curbs provides over 10,000 pounds of crush strength. Our upright channelizer posts are simply unmatched in durability – our posts are left standing after all others have failed. Overall this system offers easy installation, long life and low maintenance. And our 5-year pro-rated warranty backs up our curb system for your assurance of value and integrity.

### Why Specify the Interstate Grade Curb System?

The FG 300 Curb System offers substantially better performance than other systems by incorporating our new 1-piece curb and our premier urethane channelizer post, the FG 300 Model EFX, into a unique, picket fence structure that is extremely effective, quick to install and easy to maintain.

### Interstate Grade Has Valuable Features And Benefits:

- Creates a dramatic picket fence effect, increases the visual barrier
- Low maintenance with super-tough poly-urethane posts
- Curb sections and upright posts impact tested at 70 MPH / 112 KPH
- An optional arc of road studs provide additional reflectivity
- Molded with solid color throughout, no painting required
- Internal radial rib structure supports 10,000 # of loading
- Four scuppers per curb section allow passage of water
- Curb sections install in just minutes with one person
- Design allows for circular or curved installations
- Curbs covered by 5-year pro-rated warranty; EFX upright posts covered by 1-year warranty
- Entire system MUTCD-compliant & NCHRP 350 Approved!



Get FREE downloadable CAD drawings of our products from CAD Details at [www.caddetails.com](http://www.caddetails.com) or contact us at [www.hwysales@pexco.com](mailto:hwysales@pexco.com)



Scan this code for our YouTube video



ISO 9001 - FM 565059  
ISO 14001 - EMS 565061  
OHSAS 18001 - OMS 565060



Pexco® is a leading manufacturer of recycled traffic control products



### Davidson Traffic Control Products

*"Creating Products to Save Lives"*

3110 70th Ave East • Tacoma, WA 98424 • (877) 335-4638  
e-mail: [hwysales@pexco.com](mailto:hwysales@pexco.com) • [www.davidsontraffic.com](http://www.davidsontraffic.com)





PEXCO, DAVIDSON TRAFFIC  
CONTROL PRODUCTS  
3110 70TH AVENUE EAST  
TACOMA, WA 98424  
TOLL FREE: 1-877-335-4638  
PHONE: (253) 284-8000  
FAX: (253) 284-8080  
www.davidsontraffic.com

☒ SELECT DESIRED POST:

☐ EFX GRADE

☐ UR GRADE

☒ SPECIFY DESIRED HEIGHT:

☐ 18" ☐ 36"

☐ 24" ☐ 42"

☐ 28" ☐ 48"

☐ CUSTOM (SEE NOTE 4)

☒ SELECT DESIRED POST COLOR:

☐ WHITE

☐ YELLOW

☐ ORANGE

☐ CUSTOM (SEE NOTE 3)

☒ SELECT DESIRED REFLECTIVE SHEETING:

☐ REFLEXITE AR 1000

☐ 3M HIGH INTENSITY GRADE

☒ SELECT DESIRED SHEETING COLOR:

☐ WHITE

☐ YELLOW

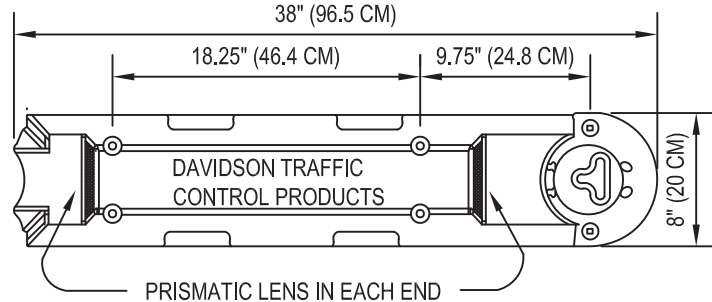
☐ BLUE

☐ CUSTOM (SEE NOTE 3)

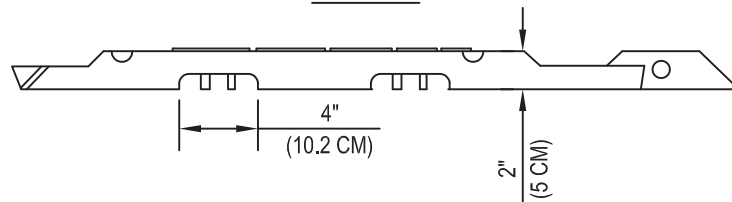
☒ SELECT DESIRED OPTIONAL VP:

☐ 4" X 22" VERTICAL PANEL

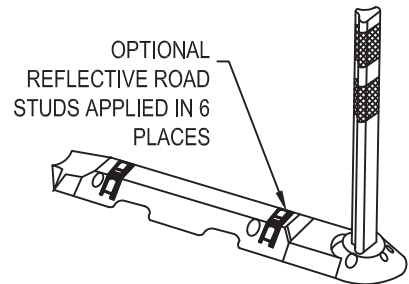
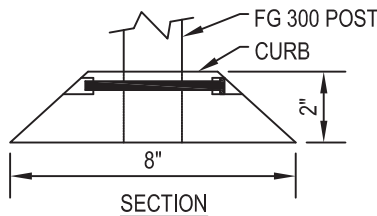
☐ 8" X 33" VERTICAL PANEL



CURB UNIT



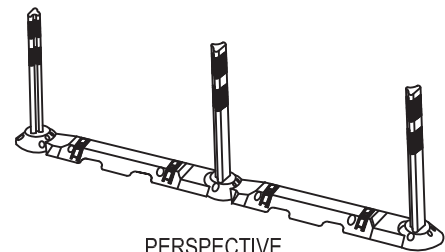
SINGLE CURB SECTION SHOWN  
WITH FG336 MODEL EFX POST  
AND 2 3"X9" AR1000 WRAPS



PERSPECTIVE



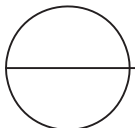
4 OR 6 ANCHOR BOLTS PER CURB



PERSPECTIVE  
AS INSTALLED

NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. POSTS AND REFLECTIVE SHEETING ARE AVAILABLE IN CUSTOM COLORS. CONTACT MANUFACTURER.
4. FLEXI-GUIDE POSTS CAN BE CUT TO ANY LENGTH YOU DESIRE. CALL FOR DETAILS.
5. POSTS MAY BE ORDERED W/ FACTORY APPLIED, HIGH INTENSITY OR PRISMATIC SUPER HIGH INTENSITY RETRO-REFLECTIVE SHEETING. SPECIFY TYPE, COLOR AND SIZE WHEN ORDERING.
6. CONTRACTORS NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT [www.CADdetails.com/info](http://www.CADdetails.com/info) REFERENCE NUMBER 644-036.



## FG 300 INTERSTATE GRADE CURB SYSTEM



## **TRAFFIC CONTROL PLAN**

One lane closure on Hurstbourne Pkwy southbound will be needed during construction. No lane closures are allowed between the hours of 6AM-8PM Monday-Sunday unless permission is otherwise granted by the engineer. However, work will be allowed in the median during non peak hours when no lane closures are needed. One left turn lane at the intersection of southbound Hurstbourne and Bunsen Pkwy shall remain open at all times. A shoulder closure will be used on Hurstbourne Pkwy northbound since construction activity will be minimal in this area. A crosswalk closure will be used when work is being performed that prohibits pedestrian mobility and an appropriate detour will be provided. All lane closures shall be in conformance with the current MUTCD & KYTC Standard Drawings.

### **TRAFFIC CONTROL GENERAL:**

Except as provided herein, maintain and control traffic in accordance with the current Standard Specifications and Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic."

Contrary to Section 106.01, traffic control devices used on this project may be new or used in like-new condition, at the beginning of work and maintained in like new condition until completion of the work.

The speed limit in the work area may be reduced by 10 MPH from the posted speed and double fines for work zone speeding violations may be established. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the engineer.

Traffic control devices should follow the MUTCD and the standard drawings and must be approved by the engineer before placement. The shoulder work and lane encroachment will include signing present in MUTCD TA-6. Lane closure will include signing present in MUTCD TA-33. Signing is not limited to these guidelines and should be placed only with the approval from the engineer so as not to block sight distance. All lane and shoulder closures shall be in conformance with the current MUTCD & KYTC Standard Drawings. The minimum clear lane width shall be 10 ft (this may include a portion of the adjacent shoulder.)

At the discretion of the engineer, additional days and hours may be specified when lane closures will not be allowed. A minimum of two lanes of traffic in each direction on Hurstbourne Parkway are to be maintained at all times throughout construction.

### **PROJECT PHASING AND CONSTRUCTION PROCEDURES:**

No lane closures will be allowed between the hours of **6AM – 8PM (Monday through Sunday)**. The Department will not allow work during rush hours. The specified completion date for this project is **September 15, 2015**.

### **PROJECT DISCRETION:**

Refer to Section 108.09 of the current edition of the KENTUCKY STANDARD



SPECIFICATIONS FOR ROAD CONSTRUCTION for the schedule of agreed liquidated damages should construction continue beyond the specified completion date.

**LANE CLOSURES:**

Do not leave lane closures in place during non-working hours.

**SIGNS:**

The engineer may require additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings.

Contrary to section 112.04.02, only long term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment; short term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but shall be incidental to Maintain and Control Traffic. Individual signs will be measured only once for payment, regardless of how many times they set, reset, removed and relocated during the duration of the project. Replacements for damaged signs directed by the engineer to be replaced due to poor condition or reflectivity will not be measured for payment.

**VARIABLE MESSAGE SIGNS:**

If deemed necessary by the engineer, variable message signs will be installed, operated and maintained by the Department.

**TRAFFIC COORDINATOR:**

Designate an employee to be traffic coordinator during any work period when shoulder and/or lane closure is in place, the traffic coordinator shall arrange for personnel to be present on the project at all times to inspect the traffic control (at least once every two hours during active operations and at any time a lane closure is in effect) and to maintain the signing and devices. The personnel shall have access to on the project to a radio or telephone to be used in case of emergencies or accidents. The traffic coordinator shall report all incidents throughout the work zone to the engineer. Furnish the engineer with the name and telephone number where the traffic coordinator can be contacted at all times.

**TEMPORARY STRIPING:**

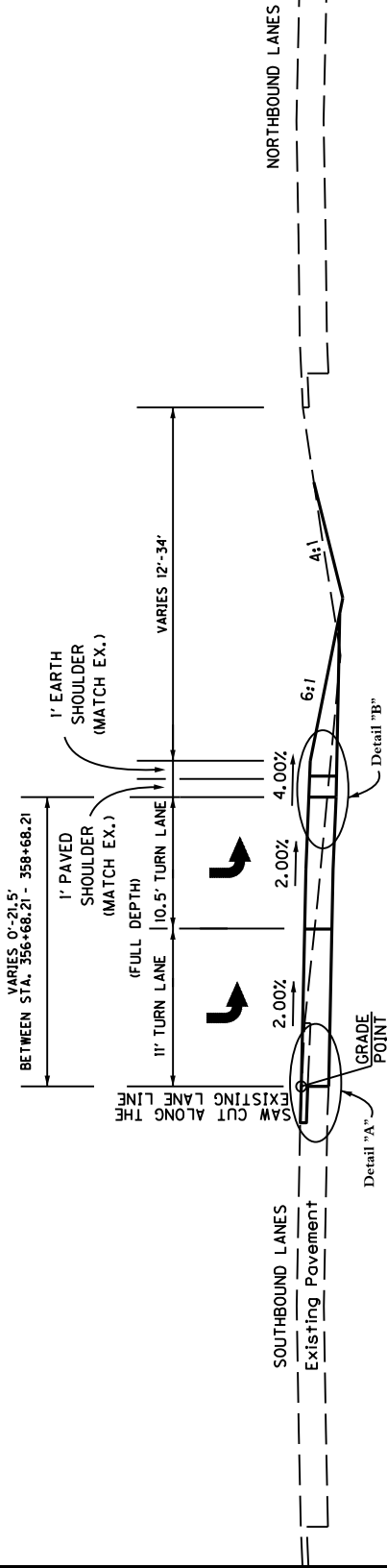
Temporary tape may be used for temporary striping. Temporary stripe in the form of tape will be considered incidental to maintenance of traffic.

**PAVEMENT EDGE DROP-OFFS:**

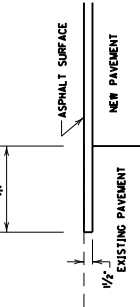
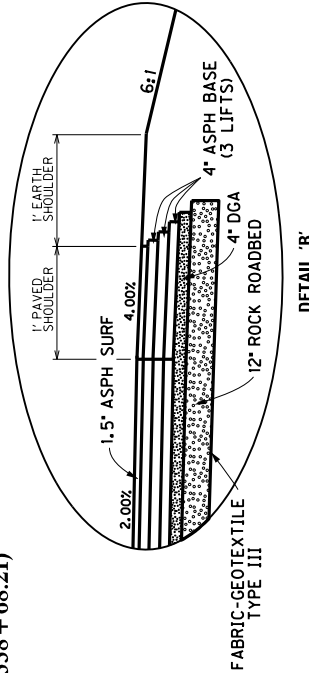
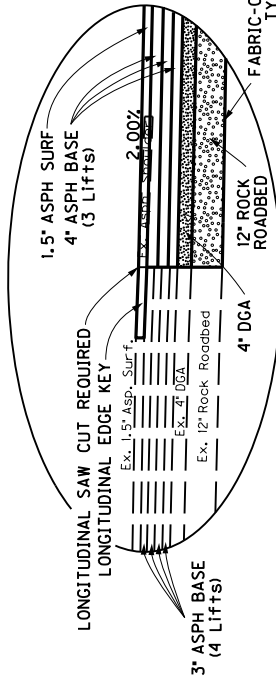
A pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation shall not have an elevation difference greater than 1/2". Warning signs (MUTCD W8-1, W8-11, or W8-9A) shall be placed in advance of the drop-off area. Dual posting on both sides of the travelled way shall be required. All transverse transitions between resurfaced and unresurfaced areas which traffic may cross shall be wedged with asphalt mixture with leveling and wedging. The wedges shall be removed prior to placement of the final surface course.

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-254.00	81

# TYPICAL SECTION LEFT TURN LANES



Hurstbourne Pkwy (KY 1747)  
(Sta. 352 + 29.06 to Sta. 358 + 68.21)



\* 1'-0" FOR LONGITUDINAL EDGE KEY

## PAVEMENT DESIGN

- DUAL LEFT TURN LANE EXTENSION
- CL3 Asph Surf 0.38A PG64-22
  - CL3 Asph Base 1.00D PG64-22
  - DGA
  - Rock Roadbed (\*2, \*3, OR \*23 STONE)
- 1.5" DEPTH  
4" DEPTH (3 Layers)  
4" DEPTH  
12" DEPTH

KY 1747 of BUNSEN PKWY  
LEFT TURN LANES  
TYPICAL SECTION

NO SCALE

DATE	APPROVED BY
DATE	CHECKED BY
DATE	PREPARED BY

USER: \*\*\*\*\*  
DATE: \*\*\*\*\*  
FILE NAME: \*\*\*\*\*\design\files\specification\\*\*\*\*\*  
E-SHEET NAME:

## GENERAL SUMMARY

[illegible]

## PAVING SUMMARY

ITEM CODE	ITEM	UNIT	KY 1747	TOTAL PROJECT
00001	DGA BASE - 4"	① TON	160	160
00080	ROCK ROADBED (#2, #3, OR #23 STONE) - 12"	① TON	490	490
00214	CL3 ASPH BASE 1.00D PG64-22 - 4" (3 Layers)	TON	437	437
229065403	CL3 ASPH SURF 0.38A PG64-22 - 1.5"	TON	70	70

## PAVING AREAS

ITEM	KY 1747	S Q U A R E Y A R D S					
		S	Q	U	A	R	E
DGA BASE - 4"							
ROCK ROADBED (#2, #3, OR #23 STONE) - 12"							
CL3 ASPH BASE 100D PG64-22 - 4" (3 Layers)							
CL3 ASPH SURF 0.38A PG64-22 - 1.5"							

## PAVING SUMMARY NOTES

ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.

- ① ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
- ② ESTIMATED AT 100 LBS. PER SQ. YD. PER INCH OF DEPTH.
- ③ ESTIMATED AT 95 LBS. PER SQ. YD. PER INCH OF DEPTH.

**GENERAL SUMMARY NOTES:**

- ① REMOVAL AND HAUL OFF OF EXISTING PAVEMENT, SOIL, OR DRAINAGE STRUCTURES INCIDENTAL TO ROADWAY EXCAVATION.
- ② ARROW PANEL TO BE PLACED AT THE DISCRETION OF THE ENGINEER.
- ③ THE CONTRACTOR SHALL BE REQUIRED TO CLEAN OUT (REMOVE SEDIMENT FROM) EACH TRAP WHENEVER THEY BECOME ONE-HALF FULL AND PROPERLY DISPOSE OF THE MATERIAL AT SITES APPROVED BY THE ENGINEER.
- ④ DELINEATORS SHALL BE WHITE FG 300 INTERSTATE GRADE CURB. INSTALLATION IS INCIDENTAL TO LANE SEPARATOR CURB. REFER TO SPECIAL NOTES FOR DETAIL.
- ⑤ ADJUST EXISTING DBI AT STA. 353+29 TO MATCH PROPOSED GRADE
- ⑥ MOBILIZATION FOR MILL & TEXT INCIDENTAL TO ASPHALT PAVE MILLING AND TEXTURING.
- ⑦ REFER TO SPECIAL NOTES FOR RAISED CONCRETE MEDIAN DETAIL.
- ⑧ ROCK ROADBED WILL BE WRAPPED IN FABRIC-GEOTEXTILE TYPE III

## PIPE DRAINAGE SUMMARY

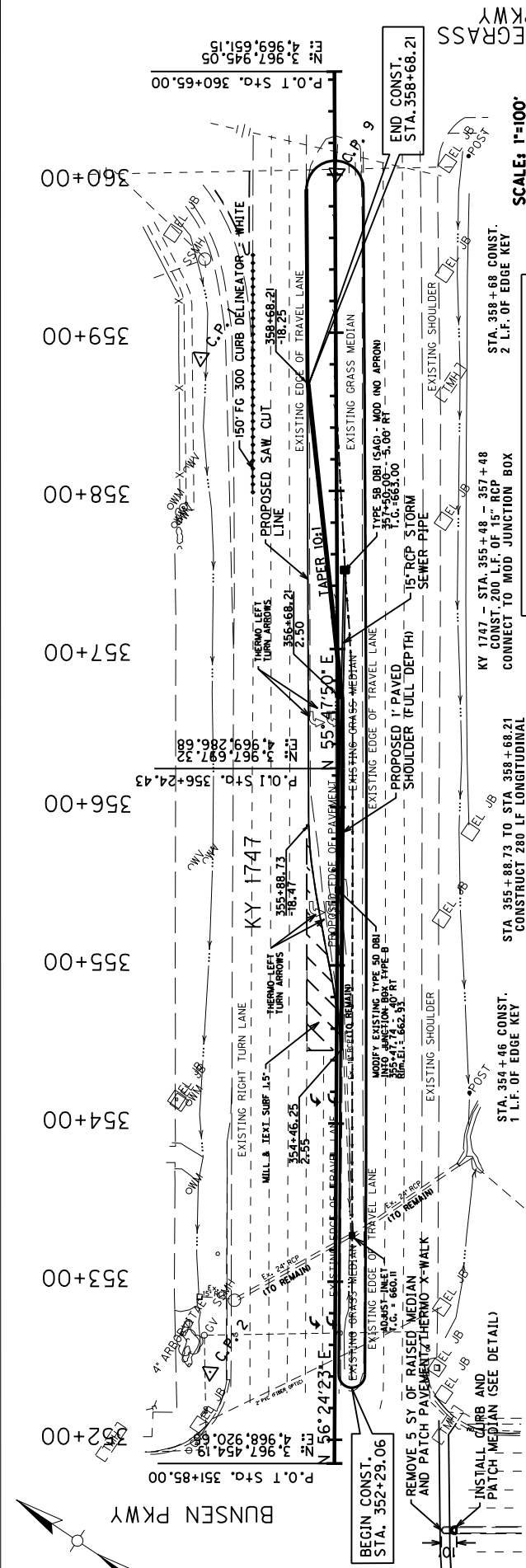
SHEET NO.	STATION	SKEW	STORM SEWER PIPE-15 IN	② JUNCTION BOX-MOD	① DROP BOX IN, TYPE 5B MOD							REMARKS
ITEM CODE			00521	1651	1506							
UNIT TO BID			LIN FT	EACH								
R4	355 + 48	00°00'00"		1								
R4	355 + 48 - 357 + 50	01°14'46.84" RT	200		1							
R4	357 + 50	00°00'00"										
TOTAL PROJECT			200	1	1							

## NOTES

- ① CONSTRUCT TYPE 5B DBI (SAG) WITHOUT APRON
- ② MAKE EXISTING DBI TYPE 5D A MODIFIED JUNCTION BOX TYPE B

## GENERAL SUMMARY

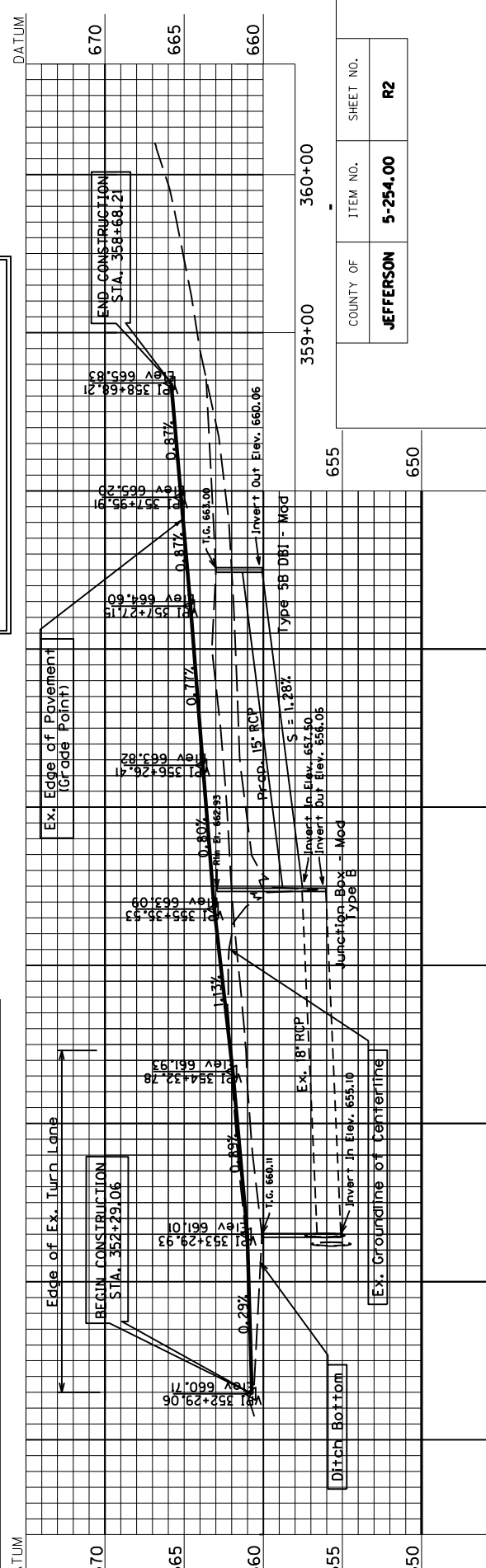




EDGE KEY

BEFORE YOU DIG

</



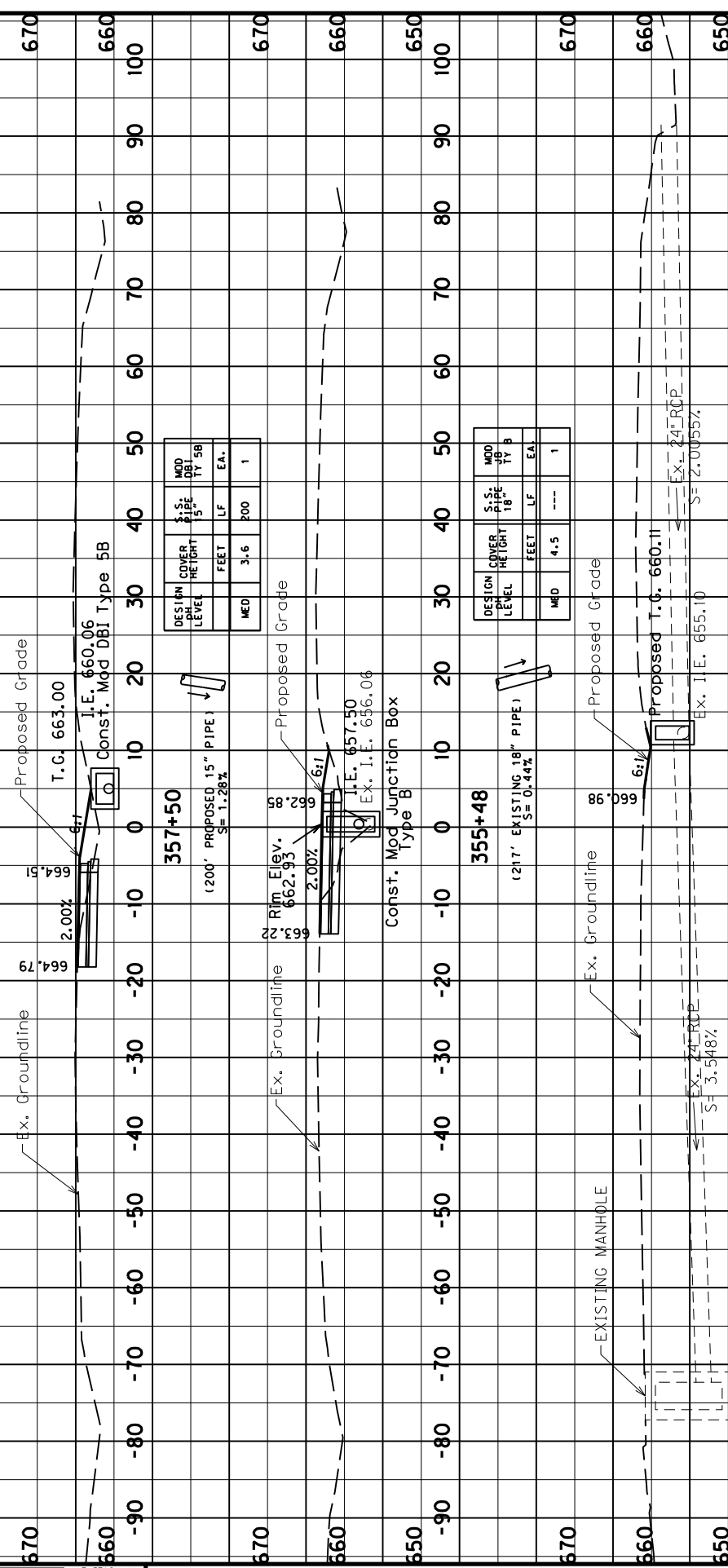
COUNTY OF		ITEM NO.		SHEET NO.	
JEFFERSON		5-254.00		R2	

SCALE: 1" = 100' HORIZONTAL  
1" = 10' VERTICAL

KY 1747 AT BUNSEN PKWY  
PLAN & PROFILE  
STA. 352+29.06 - 358+68.21

JEFFERSON COUNTY  
FD04 SPR 056 1747 011 012

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-294.00	A3



**SKEW** 29°10'54.23"LT  
**353+29**

DESIGN PH LEVEL	COVER HEIGHT	S.S. PIPE 5"	MOD DBI TY 58
	FEET	LF	EA.
MED	3.6	200	1

DESIGN PH LEVEL	COVER HEIGHT	S.S. PIPE 18"	MOD JB TY B
	FEET	LF	EA
MD	4.5	---	1

**KY 1747  
STA. 353+29 TO STA. 357+50  
PIPE SECTIONS**

SCALE:	1" = 20'	HORIZONTAL
	1" = 20'	VERTICAL

```
USER: $$$$USER
DATE: $$$$DATE
FILE NAME: $$$
E-SHEET NAME:
```

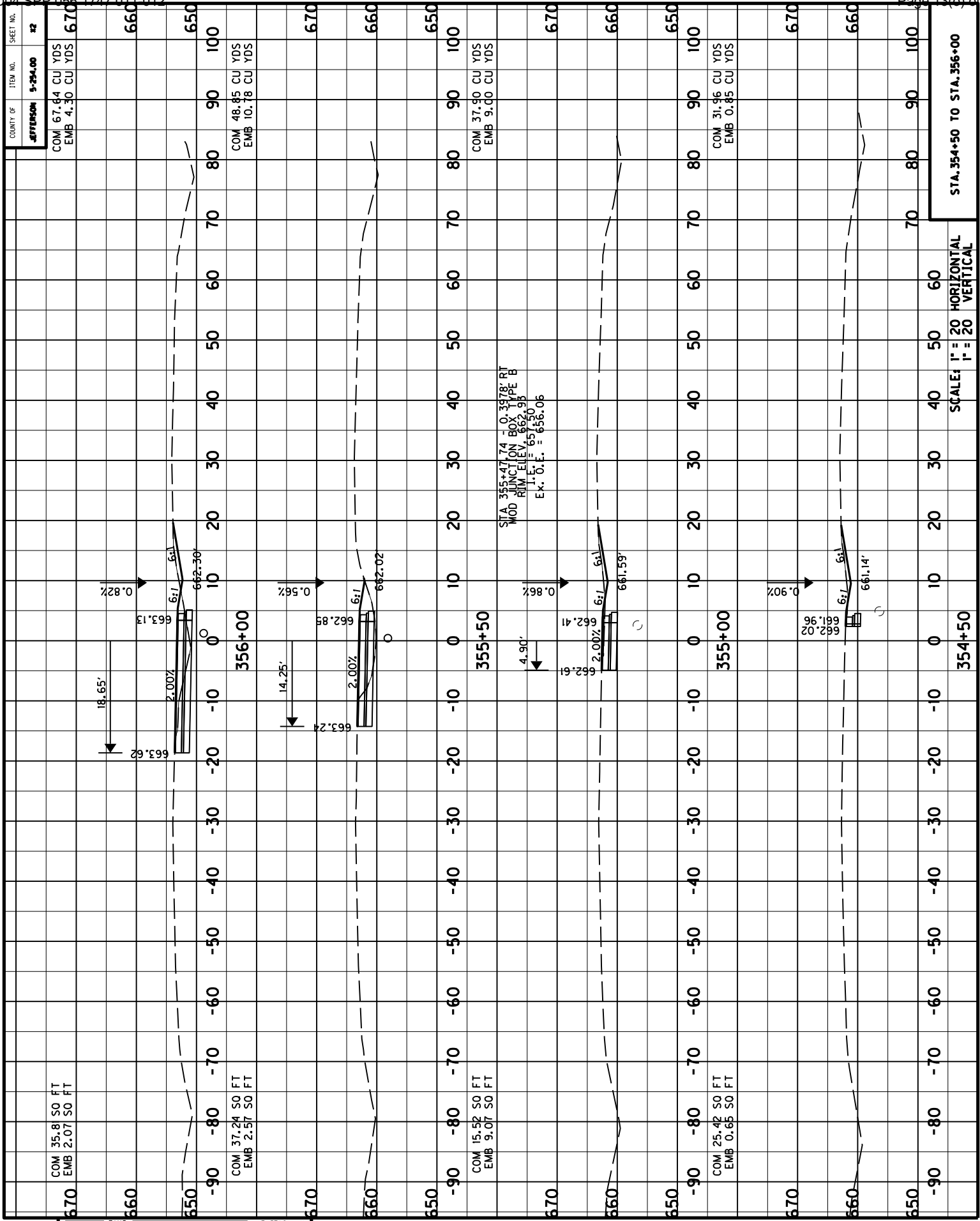
```
USER: $$$$USER$$$
DATE: $$$$DATE$$$
```

FILE NAME: \$\$\$design\$file\$specification\$\$\$

DATE	PREPARED BY
DATE	CHECKED BY
DATE	APPROVED BY

COUNTY OF		ITEM NO.	SHEET NO.
JEFFERSON		9-294.00	21
COM 9.10 SO FT EMB 0.26 SO FT	COM 11.95 CU YDS EMB 0.33 CU YDS	670	670
670	660	660	660
650	650	650	650
-90	-80	-70	-60
COM 3.81 SO FT EMB 0.09 SO FT	COM 5.45 CU YDS EMB 0.11 CU YDS	354+00	100
670	670	670	670
660	660	660	660
650	650	650	650
-90	-80	-70	-60
COM 2.30 SO FT EMB 0.02 SO FT	COM 4.53 CU YDS EMB 0.09 CU YDS	353+50	100
670	670	670	670
660	660	660	660
650	650	650	650
-90	-80	-70	-60
COM 2.60 SO FT EMB 0.08 SO FT	COM 5.18 CU YDS EMB 0.09 CU YDS	353+00	100
670	670	670	670
660	660	660	660
650	650	650	650
-90	-80	-70	-60
COM 3.68 SO FT EMB 0.02 SO FT	COM 3.41 CU YDS EMB 0.02 CU YDS	352+50	100
670	670	670	670
660	660	660	660
650	650	650	650
-90	-80	-70	-60
STA. 352+29.06 BEGIN CONSTRUCTION		352+50	100
STA. 352+29.06 SCALE: 1" = 20' HORIZONTAL 1" = 20' VERTICAL		STA. 352+29.06 TO STA. 354+00	





DATE: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
APPROVED BY: \_\_\_\_\_

USER: \*\*\*\*\*  
DATE: \*\*\*\*\*  
FILE NAME: \*\*\*\*\*  
E-SHEET NAME: \*\*\*\*\*

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

STA. 354+50 TO STA. 356+00

